

(57)
Parent Parcel Nos. 85-39-02-28-000, 85-39-02-27-000, 85-39-02-26-000, 85-39-02-25-000,
85-39-02-24-000, and 85-39-02-23-000

85-39-02-28

3030 MAPLE AVE

BOB EVANS FARMS, INC.
N.E.C. MAPLE AVENUE & JAMES STREET, ZANESVILLE, OHIO

Situated in the State of Ohio, County of Muskingum, City of Zanesville, being part of Lots 1 through 5, inclusive, all of Lots 15 & 16, and all of vacated Bradshaw Place as delineated on the plat of "H.G. SLACK'S 2ND SUBDIVISION," recorded in Plat Book 5, Page 79, the same being part of the 7.185 acres described in the deed to CETA Group Limited Partnership, recorded in Deed Book 1131, Page 564 (record references to those of the Recorder's Office, Muskingum County, Ohio), and being more particularly described as follows:

Commencing at a $\frac{5}{8}$ " iron pin found 29.0 feet right of Maple Avenue (State Route 60) centerline P.C. Station 66+40.28;

thence northwesterly along a line 29.0 feet northeasterly of, as measured perpendicular to and parallel with, the centerline of said Maple Avenue (67.0 feet in width), North 23°30'00" West, 59.72 feet;

thence at a right angle to aforesaid line, North 66°30'00" East, 4.50 feet to a P.K. nail set in the northeasterly right-of-way line of said Maple Avenue, being 33.5 feet right of centerline Station 67+00, and being the TRUE POINT OF BEGINNING:

thence northwesterly along said northeasterly right-of-way line of Maple Avenue, North 23°30'00" West, 170.00 feet to a P.K. nail set;

thence at a right angle to aforesaid line, through said 7.185 acres, North 66°30'00" East, 129.69 feet to a P.K. nail set in the northerly line of said Subdivision;

thence easterly along the northerly line of said Subdivision, South 85°44'35" East, 170.06 feet to a $\frac{1}{4}$ " iron pipe found at the northerly corner common to Lots 16 and 17 of said Subdivision;

thence southerly along the line common to said Lots 16 & 17, South 1°19'40" West, 119.97 feet to a $\frac{1}{4}$ " iron pipe found at the southerly corner common to said Lots 16 & 17, being in the northerly right-of-way line of James Street;

thence westerly & southwesterly along the northerly and northwesterly right-of-way line of said James Street (40.0 feet in width), the following three (3) courses and distances:

1. North 85°44'35" West, 58.00 feet to a railroad spike found;
2. South 34°40'30" West, 43.52 feet to a point located North 48°14'20" West, 2.68 feet from a railroad spike found; And,
3. South 66°36'00" West, 135.00 feet to an angle point in said northeasterly right-of-way line of Maple Avenue located North 46°49'45" West, 2.20 feet from a $\frac{5}{8}$ " rebar found;

thence northwesterly along said northeasterly right-of-way line of Maple Avenue, North 48°45'35" West, 15.24 feet to the 'True Point of Beginning,' containing 0.966 acre, more or less, as surveyed and described in October of 1999, by Carl E. Turner, Jr., Registered Professional Surveyor No. S-6702.

Subject, however, to all legal rights-of-way of previous record.

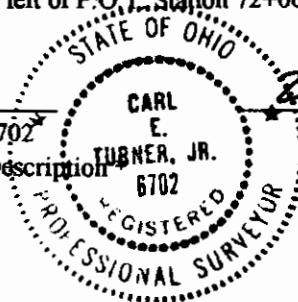
**DESCRIPTION APPROVED
FOR AUDITOR'S TRANSFER
BY A.L. Swinehart**
2-11-00

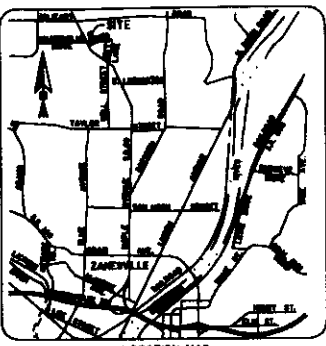
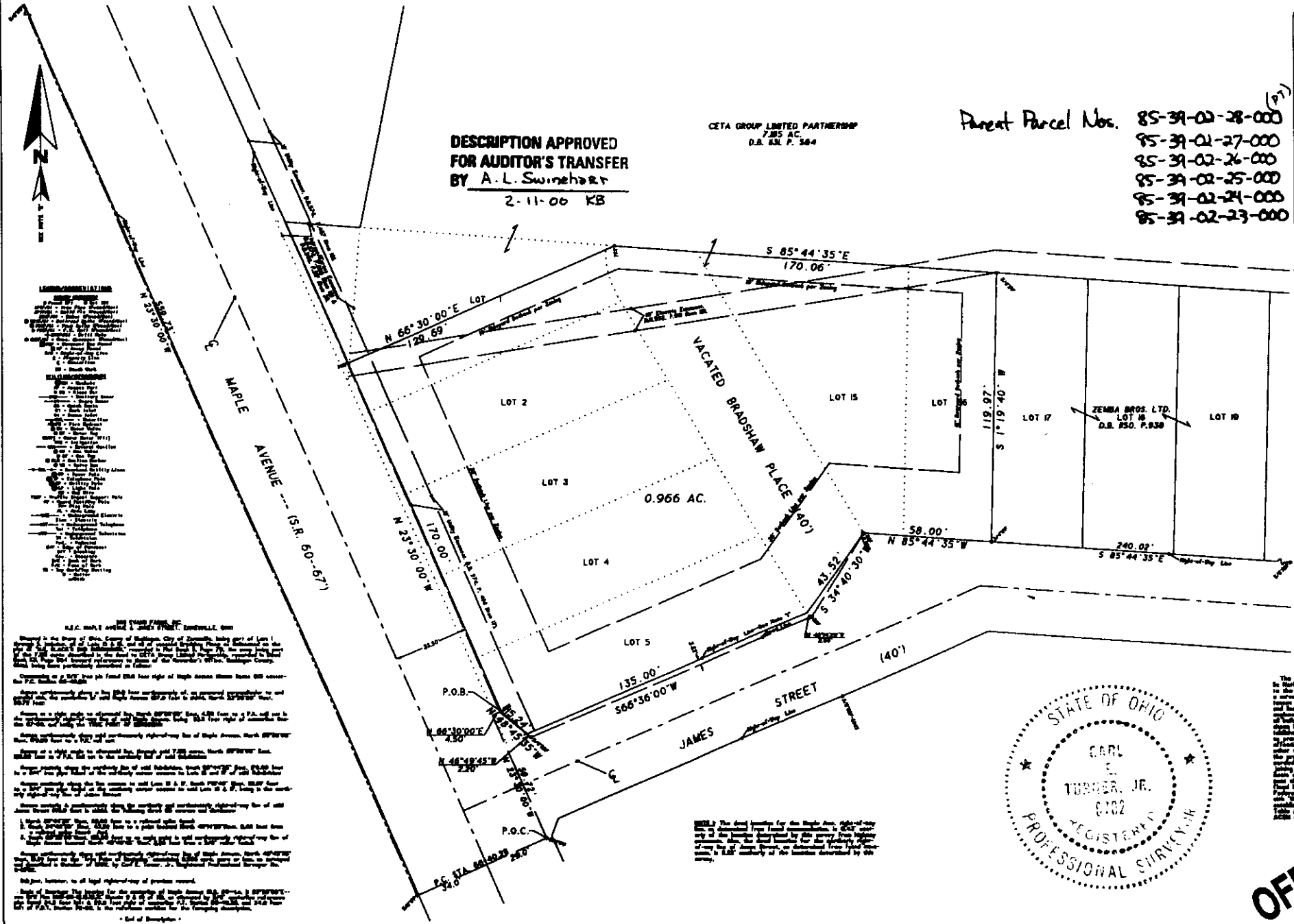
Basis of Bearings: The bearing for the centerline of Maple Avenue (S.R. 60—i.e. N 23°30'00"E—see R/W Plan MUS-60-19.10-31, Sheets 9 & 10 of 10), as witnessed by $\frac{5}{8}$ " centerline reference pins found 34.0 feet left & 29.0 feet right of centerline P.C. Station 66+40.28, and 34.0 feet left of P.O.T. Station 72+00, is the reference meridian for the foregoing description.

By Carl E. Turner, Jr., Professional Surveyor No. 6702

Date

27 Oct. 1999





LOCATION MAP

SURVEY NOTES

NOTE 1 - This survey was made in accordance with the provisions of the Ohio Revised Code, Chapter 5303, and the rules and regulations of the State Surveyor General.

NOTE 2 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

NOTE 3 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

NOTE 4 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

NOTE 5 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

NOTE 6 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

NOTE 7 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

NOTE 8 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

NOTE 9 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

NOTE 10 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

NOTE 11 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

NOTE 12 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

NOTE 13 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

NOTE 14 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

NOTE 15 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

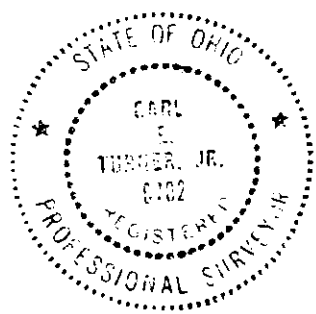
NOTE 16 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

NOTE 17 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

NOTE 18 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

NOTE 19 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.

NOTE 20 - The survey was made by the use of a total station, and the bearings and distances were measured and recorded in the field book.



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